

The China Mail.

Established February, 1845.

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HONGKONG, MONDAY, JULY 17, 1882.

日三初月六年壬午

Price, \$2 per annum

AGENTS FOR THE CHINA MAIL.

LONDON—P. A. AGENT, 11 & 13, Clement's Lane, Lombard Street, E. C. GORDON & CO., 30, Cornhill, GORDON & CO., 10, Leadenhall Street, E. C. BATES, HENDY & CO., 37, Wallbrook, E. C. SAMUEL DRAGON & CO., 160 & 162, Leadenhall Street.

PARIS AND EUROPE—GALLIEN & PAIRCE, 36, Rue Lafayette, Paris.

NEW YORK—ANDREW WINE, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HENNINGSEN & Co., Manila.

CHINA—MACAO, MOSTA, A. DE MELO & Co., Sestrov, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HENGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WAGER, Yokohama, LANE, CRAWFORD & Co.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)
PAID-UP CAPITAL, £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3% per annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.
Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £5,000,000 Dollars.
RESERVE FUND, £2,100,000 Dollars.

COURT OF DIRECTORS.
Chairman—H. L. DAKYMPER, Esq.
Deputy Chairman—Wm. REID, Esq.
H. HOPKINS, Esq.
Hon. F. B. JOHNSON, Esq.
A. P. McEwen, Esq.
F. D. SASSON, Esq.
W. S. YOUNG, Esq.

CHIEF MANAGERS.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EDWIN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 22, 1882.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1843.)
RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

AGENCIES AND BRANCHES AT:

LONDON, BOULDER, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, SHANGHAI, FOOCHEW, NANTES, MELBOURNE, AND SYDNEY.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs. C. J. HAMBO & SON.

THE HONGKONG AGENCY receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

F. COOHINARD, Agent, Hongkong.

NOTICES OF FIRMS.

INTIMATION.
MR. FREDERICK ROBERTS
ROBERTS was admitted a Partner in our Firm on the 10th of June last.

NOTICE.

THE Interest and Responsibility of
MR. CHARLES KAHN in our Firm
ceased on the 30th April, 1882.

REISS & Co.

Hongkong, 1st May, 1882.
Shanghai.

For Sale.

MR. ABDOL SOBHAN ABBASS
will offer FOR SALE, commencing on WEDNESDAY, the 12th July, at No. 8, Queen's Road (2nd floor) next to A. P. PHOTOGRAPH.

The following GOODS lately IMPORTED—
About 9 doz. Dawson's make Gent's BOOTS.
Do. 21 dozen Dawson's make Ladies' and Children's BOOTS and SHOES.
80 doz. Gent's White Linen COLLARS.
Parisian make.

18 " Gent's White Linen SHIRTS.
16 " pairs Ladies' French BOOTS.
15 " " Ladies' French SHOES.
12 " " Gent's French BOOTS.
12 Parisian-made Black Silk LACE FISH CHUTES.

1 case Fine French EMBROIDERIES, 100 Yards.
1 " Torchon LACES.
1 " Printed CALICO.
10 pieces Welsh FLANNEL.
2 cases Summer & Autumn COSTUMES.
1 case FRILLINGS, CREWEL WORK, &c., &c., &c.

As the whole of these Goods must be cleared off within a limited time, they will be offered to the Public at Low Prices to ensure Sale.

Hongkong, July 11, 1882. jy25

AMERICAN NOVELTY COMPANY.

New York, San Francisco, Sydney and Hongkong Depot for the World's Patented Articles.

MARINE HOUSE, Queen's Road, HONGKONG.

IMPORTERS AND MANUFACTURERS OF NOVELTIES, TOYS, YANKEE NOTIONS, CLOCKS, WATCHES, JEWELRY, CUTLERY, STATIONERY, GLASS WARE, ELECTRO-PLATED GOODS, ARTICLES OF Useful Invention, ORGANS, PATENT ORGANETTES, RUBBER GOODS, AMERICAN TRUNKS, &c., &c., &c.

General purchasing Agents for every description of American Goods.

BUSINESS EXCLUSIVELY WHOLESALE.

S. B. LEWIS, Manager.
Hongkong, June 16, 1882.

FOR SALE.

B. & E. PERRIER'S CHAMPAGNE.
B. CARTE BLANCHE.
Pint.....\$18 per 1 doz. Case.
".....\$10 per 4 dozen " "
GILMAN & Co.
Hongkong, June 23, 1882.

FOR SALE.

A. RAUTER MAINZ DELICIOUS TABLE BEER.
4 doz. Case CHAMPAGNE BOTTLES.
\$11.....\$1 per Case.
Apply to SANDER & Co.
Hongkong, March 30, 1882. m1

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.
Quarts.....\$17 per 1 doz. Case.
Pint.....\$18 per 2 doz. " "
GIBB, LIVINGSTON & Co.
Hongkong, November 1, 1881.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

To Let.

OFFICES on the FIRST FLOOR of "MARINE HOUSE," W. S. S. S. These premises have a Commodore's Room and Servants' QUARTERS on the Ground Floor.

TO LET.

Apply to E. R. BELLIOS.
Hongkong, June 24, 1882.

TO LET.

(Possession on 15th JULY NEXT.)
THE Commodious HOUSE with Large Compound, and a Chinese HOUSE attached, No. 39, POITZGEN STREET.

TO LET.

Apply to E. R. BELLIOS.
Hongkong, May 31, 1882.

GODOWNS-TO-LET.

FRAYA HART AND WANORAS ROAD.
For Particulars, apply to SIEMSEN & Co.
Hongkong, April 26, 1882.

TO LET.

(WITH IMMEDIATE POSSESSION.)
THE New FAMILY RESIDENCE situated next to EXCELSIOR on Robinson Road, replete with every convenience, TERMS LOW, STABLE, &c.

Also, 8 First-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

SHARP, TOLLER & JOHNSON.

Hongkong, June 15, 1882.

TO LET.

NO. 3, SEYMOUR TERRACE.
Nos. 2 and 4, PRINCE'S HILL.
No. 4, BAYLEY STREET.
Apply to DAVID SARSOON, SONS & Co.
Hongkong, June 24, 1882.

For Sale.

EX LATE ARRIVALS.

FRESH LEMONS.
BATHING DRESSES.
LADIES' TENNIS SHOES.
LIGHT CANVAS BOATING SHOES.
WHITE CANVAS SHOES for SUMMER.
ESTHETIC LAWN TENNIS HATS, Latest Novelty.

CUMSHAW TEA.

LANE, CRAWFORD & Co. have just Received from Foochow, their first supply of the New Season's Cumshaw Mixture in five and ten catty boxes.

Price, delivered free to any address: \$ 7 50 per 5 catty box.
in the United Kingdom.....\$12.00 " 10 "

LANE, CRAWFORD & Co.

Hongkong, June 27, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell on **TUESDAY,** the 19th July, 1882, at 3 p.m., on the Premises,

By ORDER OF THE MORTGAGEE—
THE HOUSE No. 2, GOUGH STREET, steps measuring 1,269 Square Feet, and registered in the Land Office as SECTION A of INLAND LOT No. 850. Yearly Crown Rent \$17.46.

For Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

Hongkong, July 12, 1882. jy18

Intimations.

WANTED.

A SUBORDINATE REPORTER for a Daily Newspaper. An Engagement for Six Months certain.

For Particulars, address "A. B." Office of this Paper.
Hongkong, July 13, 1882.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held at the Hongkong Hotel on FRIDAY, the 28th Instant, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts and declaring a Dividend.

By Order of the Board of Directors,
LOUIS HAUSCHILD, Secretary.

Hongkong, July 7, 1882. jy28

HONGKONG HOTEL COMPANY, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 14th to the 28th Instant, both days inclusive.

By Order of the Board of Directors,
LOUIS HAUSCHILD, Secretary.

Hongkong, July 7, 1882. jy28

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Second Ordinary Half-Yearly MEETING of SHAREHOLDERS of the Company will be held at the Office of the Company, No. 52, Queen's Road, on MONDAY, the 31st July instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a Dividend, and electing Directors and Auditors.

By Order of the Board of Directors,
P. A. DA COSTA, Secretary.

Hongkong, July 11, 1882. jy31

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.

By Order of the Board of Directors,
P. A. DA COSTA, Secretary.

Hongkong, July 11, 1882. jy31

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Statutory ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 18th to 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.
Hongkong, July 8, 1882. jy31

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are requested to note that on SUNDAY, the 19th July, 1882, the STATUTORY MEETING for SHAREHOLDERS in this Office, PERMANENT SCRIP will now be issued in Exchange.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co., General Agents,
CANTON INSURANCE OFFICE, LTD.

THE LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given, that a MEETING of SHAREHOLDERS in the above Company will be held at the Office of the General Agents, No. 7, Queen's Road Central, Hongkong, on MONDAY, the 24th Instant, at Noon, in accordance with the Provisions of Ordinance 1 of 1877.

Dated the 14th day of July, 1882.

JARDINE, MATHESON & Co., General Agents.

NOTICE.

COLONEL IRE AUSTIN'S NEW AMERICAN RIFLE RANGE, NOW OPEN AT THE HONGKONG HOTEL.

ENGLISH AND AMERICAN SPORTING RIFLES!!!

Popular Prices:
FOUR SHOTS for.....25 Cents.

Galley open daily from 4 to 11 p.m.
Hongkong, July 1, 1882.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOC & Co., of WITTON, near BRIMMINGHAM.

MEYER & Co.
Hongkong, August 13, 1881. 13a82

NOTICE.

TO CAPTAINS OF SHIPS BOUND TO JAPAN.
DR. BUCKLE attends Ships daily in YOKOHAMA BAY. Call Bag F.
Hongkong, May 27, 1882. jy27

BRITISH NORTH BORNEO COMPANY'S EMIGRATION AGENCY.

MESSRS. BIRLEY & Co.'s OFFICES, QUEEN'S ROAD.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at HONGKONG, from and after this date.

H. J. H. TRIPP,
Mitsui Bishi Mail S. S. Co.
Hongkong, April 26, 1882. oc27

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER,

22, PRINCE CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. and

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)

PUBLISHED at the "CHINA MAIL" OFFICE in TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-printed matter.

Insurances.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 5 per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
Unlimited Liability of Shareholders.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.
Hongkong, July 1, 1881.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. (PAID-UP, £200,000. PAID-UP RESERVE FUND, £80,000.)

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1882.

THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE MITSU BISHI MAIL S. S. CO. having been appointed AGENTS for the above Company, the Undersigned is prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP,
Agent, M. B. M. S. S. Co.
Hongkong, April 26, 1882. oc27

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Electra*, Capt. ESMER, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. To-morrow, the 12th Instant. Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, July 12, 1882. jy19

STEAMSHIP "NATAL."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship *Gauge*, from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 10 a.m. To-morrow, the 11th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 18th July, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 11, 1882. jy18

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Yorkshire*, Capt. LYON, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on, to YOKOHAMA, unless notice to the contrary be given before Noon To-morrow, the 14th Instant.

All Claims against the Steamer must be presented to the Undersigned on or before 23rd Inst., or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, July 13, 1882. jy20

NOTICES TO CONSIGNEES.

"LUNY A. NICKELS" FROM NEW YORK.

CONSIGNEES of O. J. (in dia), 50 Barrels TAN, H. G. & Co., 13 Cases SEWING MACHINES, are hereby informed that said Cargo has been landed and stored at their risk and expense into the Godown of the Undersigned.

DOUGLAS LAPRAIK & Co.
Hongkong, July 11, 1882.

Shipping.

Steamers.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

The Steamship "Lydia,"
Capt. PAULSEN, will be despatched for the above Ports on or about the 15th Instant.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

FOR LONDON VIA SUEZ CANAL.

The Steamship "Aphrodite,"
Capt. ROWLEY, will be despatched as above on or about the 18th Instant.

For Freight, apply to GILMAN & Co., Agents.

FOR SINGAPORE, PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE AND SYDNEY.

(Taking Cargo at through rates to MELBOURNE AND ADELAIDE, and to NEW ZEALAND PORTS.)
The 1st British Steamer "Oakdale" will load as above, and will have quick despatch.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship "Sumatra" will leave for the above place on SATURDAY, 22nd July, at 4 p.m.

A. McIVER, Superintendent.
Hongkong, July 11, 1882. jy22

FOR LONDON VIA SUEZ CANAL.

The Steamship "Gleaner,"
Capt

For Sale.

MacEwen, Frickel & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING, EX
BRITISH BARQUE
"STILLWATER."

**DEVOS'S NONPAREIL
BRILLIANT
KEROSENE OIL,**
150° test.

**SPARTAN COOKING
STOVES.**

FAIRBANKS SCALES.
OAKUM.
TAR.
TURPENTINE.

EX "AMERICAN MAIL."

**CALIFORNIA
RACKER
COMPANY'S BISCUITS** in 5 lb
tins, and loaves.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
Boneless CODFISH.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.
Family FIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Bona Ideal SALMON in 2 1/2 lb cans.
Cutting's Dessert FRUITS in 2 1/2 lb cans.
" Assorted Canned VEGETABLES.
" Potatoes SAUSAGE and Sausage
MEAT.
" Stuffed PEPPERS.
" Assorted PICKLES.
" MINCKMEAT.
COMB HONEY in Original Frames.
Richardson & Robbins's Celebrated Potted
MEATS.
Richardson & Robbins's Curried OYSTERS.
McClary's Sugar LEMONADE.
Cian O'BROWDER.
Smoked SALMON.
Green TURTLE in 2 1/2 lb cans.
&c., &c.

A LARGE ASSORTMENT OF STORES,
including:
THYSONRAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PIONIC TONGUES.
COCOATINA.

VAN HOUTEN'S COCOA.
LIEBIG'S & BEE'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCKMEAT.
SAUSAGES.
BROWN.
BIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.
HEIDRICK'S MONOPOLÉ and WHITE
REAL.
VEUVE CLAUQUOT PONSARDIN.
JULES MUMM & Co., pints and quarts.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA ROSE, pints and quarts.
CHATEAU LAFFITE, "
J.B. GRAVES, "
BREAKFAST CLARET, "
" "

SHERRIES & PORT.
SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DUBOUCHE & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KINLAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
MARASCHINO.
CURAÇAO.

ANGOSTURA, BOTTLED and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURNES, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

**SPECIAL SELECTED
CIGARS.**

Fine New Season's CUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU at 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.
FRANKLIN SQUARE LIBRARY, 15 to
25 cents.

MILNER'S PATENT FIRE-PROOF
SAVES, and CASH BOXES, at
Manufacturer's Prices.
Hongkong, June 1, 1882.

Insurances.

**MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.**

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

**LANCASHIRE INSURANCE
COMPANY.**
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

**YANGTSE INSURANCE
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 250,553.95

TOTAL CAPITAL and AC-
CUMULATIONS, 9th
April, 1882.....Tls. 940,553.95

Directors.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKYOS, Esq., Wm. MEYERINK,
Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER,
Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs BARING BROTHERS & Co.,
Messrs BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

Policies granted on Marine Risks to all
parts of the World.
Subject to a Charge of 12 % for Interest
on Shareholders' Capital, all the PROFITS
of the UNDERWRITING BUSINESS are
annually distributed among all Contributors
of Business (whether Shareholders or not)
in proportion to the Premium paid by them.

**RUSSELL & Co.,
Agents.**

Hongkong, May 8, 1882. 10032

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates, payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

NOTICE TO CONSIGNEES.

**S. S. "NIGATA MARU," FROM
Kobe and NAGASAKI.**

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send
in their Bills of Lading for countersigna-
ture and take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge or remain-
ing on board after TUESDAY, the 18th
Instant, will be landed and stored at Con-
signee's expense and risk.

No Fire Insurance will be effected.

**H. J. H. TRIPP,
Agent.**

Miss Blak Mail S. S. Co.
Hongkong, July 17, 1882. jy24

**NETHERLANDS INDIA STEAM
NAVIGATION COMPANY.**

FROM BATAVIA AND SAIGON.

THE S. S. *William Mackinnon* having ar-
rived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be ob-
tained.

Cargo remaining undelivered after the
24th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
**JARDINE, MATHESON & Co.,
Agents.**

Hongkong, July 17, 1882. jy24

TO LET.

THREE HOUSES in RICHMOND
Terrace, Bonham Road. Rent
Moderate.

Apply to
HONGKONG DISPENSARY.
Hongkong, July 7, 1882.

To-day's Advertisements.

**NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.**

FOR AMOY.

The Steamship
"William Mackinnon,"
Capt. OZBURN, will be
despatched for the above
Port on WEDNESDAY, the 19th Inst., at
Daylight.

For Freight or Passage, apply to
**JARDINE, MATHESON & Co.,
Agents.**

Hongkong, July 17, 1882. jy19

FOR SWATOW, AMOY & FOOCOW.

The Steamship
"Nanoo,"
Capt. WESTON, will be
despatched for the above
Ports on FRIDAY, the 21st Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, July 17, 1882. jy21

WANTED.

AN Unfurnished BEDROOM, with
BATH-ROOM attached.

Apply to
JOHN S. BREWER,
Office of this Paper.

Hongkong, July 17, 1882.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction, on
SATURDAY,

the 22nd July, 1882, at Noon, at his Sales
Rooms, Queen's Road,—
(Under Bill of Sale),
THE STOCK-IN-TRADE, &c.,
of MR. NOOH MAHMOED KHAMISA,
comprising:—

CLOTH, CASHMERE, FLANNELS, MERINO,
WOOL, SHAWLS, LADIES' DRESSING STAFF,
UNDERWEAR, SOCKS, STOCKINGS, SCARVES,
TOWELS, MOSQUITO NETS, NAPKINS, QUILLS,
HANDKERCHIEFS, PERFUMES, BOOTS and
SHOES, TOYS and STATIONERY, &c.

TERMS OF SALE.—As customary.
**J. M. ARMSTRONG,
Auctioneer.**

Hongkong, July 17, 1882. jy22

TO BE LET.

**THE ELIGIBLE BUSINESS PRE-
MISES** lately in the occupation of
Messrs MACLEOD, FRICKEL & Co., No. 43,
Queen's Road; also GODDOWNS
and SHOP adjoining same.

Apply to
LINSTEAD & DAVIS.

Hongkong, June 6, 1882.

TO BE LET.

(WITH IMMEDIATE POSSESSION.)

**THE HOUSE, No. 1, ALBANY,—8 Rooms
and Servants' Quarters, GARDEN and
STABLES. Gas and WATER laid on.**

Apply to
LINSTEAD & DAVIS.

Hongkong, June 5, 1882.

Not Responsible for Debts.

**Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—**

ALBA, British barque, Capt. G. Robb.
—D. M. Hutchison.

ARCHOS, British barque, Captain Ed. B.
Halliday. —Borneo Company, Limited.

EMULEN, British ship, Capt. W. Roberts.
—P. & O. S. N. Co.

FEI LUNG, British steamer, Capt. W. N.
Allison. —D. Musso & Co.

S. R. BEARDE, American barque, Captain
A. D. Barnard. —Ed. Schellhaus & Co.

WILLIAM MACKINNON, Dutch str., Capt.
J. O'Neill. —Jardine, Matheson & Co.

SHIPPING.

ARRIVALS.

July 15, *Princess Sappho*, Siam. barque,
454, W. Mincham, Bangkok, 10,000 piculs
Rice.—CARLOWITZ & Co.

July 16, *Paul Jones*, American ship,
1268, E. A. Gerlach, New York March 23,
Oil.—FALZAR & Co.

July 16, *Charité*, French barque, 255,
Leroy, Newcham June 11, Beans.—
CARLOWITZ & Co.

July 16, *Cheong Hock Kian*, British
steamer, 956, F. Webb, Penang July 10,
and Singapore 10, General.—BUN HUI
CHAN.

July 16, *Fei Lung*, British steamer, 764,
W. Allison, Saigon July 11, Rice.—D.
Musso & Co.

July 16, *Odin*, Norwegian steamer, 959,
Sorenson, Haiphong July 14, via Hoihow,
General.—O. M. S. N. Co.

July 16, *Manila*, British steamer, 1309,
Hassall, Yokohama July 8, Kobe and Na-
gasaki, Mails and General.—P. & O. S. N.
Co.

July 16, *Coneland*, British steamer,
764, B. Young, Bangkok July 9, General.
—YUEN FAT HONG.

July 16, *China*, German steamer, 648,
B. Schöer, Swatow July 15, General.
—YUEN FAT HONG.

July 16, *Wm. Mackinnon*, Dutch steamer,
J. O'Neill, Batavia July 1, via Saigon 12,
General.—JARDINE, MATHESON & Co.

July 17, *Amoy*, British steamer, 814,
O. Hermann, Shanghai July 13, General.
—SIEMSEN & Co.

July 17, *Meifoo*, Chinese steamer, 1338,
R. Petersen, Shanghai July 13, General.—
O. M. S. N. Co.

July 17, *Nigata Maru*, Japanese str.,
1097, J. Wyuu, Kobe July 9, via Nagasaki
11, General.—M. B. M. S. S. Co.

July 17, *Lucky*, Siamese barque, 424, E.
Sequeira, Bangkok June 27, General.—
CHINMAZ.

July 17, *P. J. Carleton*, American barque,
986, J. A. Amabury, Cardiff Feb. 20, 1,450
tons Coal.—ORANBY.

July 17, *Lydia*, German steamer, 1170,
F. Paulsen, Foochow July 15, General.—
SIEMSEN & Co.

CLEARED.
Olympia, for Saigon.
Arratoon, for Singapore, Penang,
and Calcutta.
Abatros, for Tientsin.
Shan-on, for Haiphong.
China, for Swatow.

DEPARTURES.

July 16, *Electra*, for Shanghai.
16, *Hwai Yuen*, for Shanghai.
16, *Dale*, for Genoa.
16, *Leertes*, for London, &c.
16, *Schnee*, for Saigon.
16, *Cheon*, Chinese gunboat, for Can-
ton.

17, *Versuarts*, for Hoihow, &c.
17, *Wells*, for Hoihow, &c.
17, *Bellerophon*, for Amoy, &c.
17, *Amoy*, for Canton.
17, *Kwanglung*, for Coast Ports.
17, *Hainan*, for Hoihow, &c.
17, *Meifoo*, for Canton.

PASSENGERS.
ARRIVED.

Per *Pau Jones*, from New York, Mr Van
Buren.

Per *Cheong Hock Kian*, from Penang and
Singapore, 65 Chinese.

Per *Fei Lung*, from Saigon, 30 Chinese.
Per *Odin*, from Haiphong via Hoihow,
73 Chinese.

Per *Bangalore*, from Yokohama, &c., Mrs
Jackson and 4 children, Rev. and Mrs Jen-
nings and child, Mrs Macleod, Mrs A. Smith
and child, and Mr. Mor.

Per *China*, from Swatow, Capt. Retz,
and 136 Chinese.

Per *Wm. Mackinnon*, from Batavia, &c.,
Mr Scott, and 163 Chinese.

Per *Meifoo*, from Shanghai, Mr J. Ford,
and 80 Chinese.

Per *Nigata Maru*, from Kobe, &c., Capt.
Davidson, 2 Europeans, 3 Chinese, and 11
Japanese.

DEPARTED.
Per *Leertes*, for London, Capt. Davidson.
Per *Electra*, for Shanghai, 1 European.
Per *Hwai Yuen*, for Shanghai, 3 Euro-
peans, and 200 Chinese.

Per *Schnee*, for Saigon, 12 Chinese.
Per *Versuarts*, for Hoihow, &c., 60 Chi-
nese.

Per *Wells*, for Hoihow, &c., 8 Chinese.
Per *Bellerophon*, for Amoy, 80 Chinese.
Per *Kwanglung*, for Coast Ports, 3 Euro-
peans, and 150 Chinese.

Per *Hainan*, for Hoihow, &c., 60 Chinese.
TO DEPART.

Per *Arratoon*, for Singapore, &c.,
Mrs Hollisch, Mr D. A. da Costa, and 176
Deck.

Per *Olympia*, for Saigon, 20 Chinese.
Per *Shan-on*, for Haiphong, 6 Chinese.

Per *China*, for Swatow, 250 Chinese.
Per *Nigata*, for Singapore, 50 Chinese;
for Australia, 2 Europeans, and 83 Chinese.

SHIPPING REPORTS.

The Siamese barque *Princess Sappho* re-
ports: First part light variable winds to
Macao and Bank; thence N.E. and East
increasing to a gale on the 9th; very high
sea from the North and N.W.

The British steamer *Cheong Hock Kian*
reports: First part moderate monsoon and
squally weather to 17 North; thence to
port North-easterly winds and passing
showers.

The British steamer *Fei Lung* reports:
Strong S.W. wind and sea from leaving
Saigon to Paracels, then light Southerly
winds and cloudy weather to port. Passed
bound South, S. S. *Davide*, *Pernambuco*,
and *Breconshire*.

The German steamer *China* reports:
Light S.E. winds till Tungal point with
squally weather, then light S.E. winds and
sunny weather to port.

The Dutch steamer *Wm. Mackinnon* re-
ports: From Batavia to Saigon, good weather
and moderate breeze; from Saigon to
Paracels up strong S.W. winds and high sea
with heavy swell; thence moderate breeze
with rainy weather.

The Chinese steamer *Meifoo* reports:
Left Shanghai at 10.15 a.m. on the 13th
inst., thence to Turnabout S.E. winds and
fine weather, from Turnabout to Ockseu
fresh N.W. winds, passed Ockseu at noon
on the 15th, weather during the afternoon
looking squally, wind shifting all round the
compass. At 7 p.m. about 22 miles to the
E. N. E. of Changel Island experienced a
heavy gale from the S.E., suddenly shifting
to South with blinding rain and high con-
fused sea, drove ship to starboard tack;
weather moderating fast, wind shifting to
S.W. at midnight, steered course again for
Hongkong, gradually going down; thence to
port S.E. winds and fine weather.

Arrived Hongkong at 8 a.m. on the 17th
inst. Bar. 29.62, at 3 p.m. on the 15th.

The Japanese steamer *Nigata Maru* re-
ports: Fine weather throughout.

The American barque *P. J. Carleton* re-
ports: Left Cardiff Feb. 20th, had four
days light east wind then very heavy gales
from N.W., for eight days very light N.E.
trades. In the Indian ocean heavy S.E. gales;
on May 29th during heavy gale carried
away main topmast, and chain-plates.

Were obliged to go under short sail until we
got under the lee of Amsterdam Island to
make repairs. Passed Anjer June 28th,
very light monsoon. Were three days within
100 miles of Hongkong. Anchored off
Green Island, July 10th at 10 p.m.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW.—
Per *China*, at 11.30 a.m. To-morrow,
the 18th inst.

For SAIGON.—
Per *Albatross*, at 11.30 a.m. To-morrow,
the 18th inst.

has once almost destroyed. The modern city, although it did not possess anything like the splendour spoken of by Caliph Omar, when he captured "the great city of the West," with its 4,000 palaces, 4,000 baths, 400 theatres, and 12,000 green-groceries, was made picturesque by its numerous minarets and active by the stir and bustle of its trade. The buildings in the foreign quarter were well built, and the Square (Piazza Grande), where were situated the principal hotels and Consulates, was large and elegant. It is stated that the Telegraph Company's Office has been burnt, and it is therefore reasonable to assume that, as it was in the heart of the foreign quarter, the European portion of the city has shared the fate of the native.

We (N. C. D. News) have had accounts of the heat and its consequences in Peking. A correspondent writes to us that the temperature in the city is unbearable, the thermometer at Chiao-min Hsiang—where the Foreign Legations are situated—having reached, on one occasion, 108° Fahr. in the shade. This part of the city lies low, and is not considered so healthy as the northern portion, which is a very great deal higher; but even there the glass touched 102°. In consequence of this excessive heat, there has been much mortality among the Chinese from a choleraic disorder which carries off the victim suddenly.

THE S. S. *Amoy* on her voyage from Shanghai to Hongkong has had very severe weather. We append her report:—
Left Shanghai Thursday 13th at 9 a.m.; had southerly wind and fine weather to Saturday the 15th July, at 4 p.m. When abreast of Cape Island wind E. by S. bar 29.84, ther. 82° Fahr. 4.30 p.m. wind E. by S. threatening in S.E. and a heavy swell from S.E. running up bar 29.76, 4.50 p.m. wind E. by S. increasing bar 29.64, 5 p.m. wind E. blowing bar 29.53—sea very high and heavy rain squalls; above the ship and waves 7.10 p.m. blowing a gale from E. bar 29.21, 7.30 p.m. blowing typhoon force from E. bar 29.15, 7.40 p.m. still blowing typhoon force from E. bar 29.09, 8 p.m. sea high and confused from all directions, rain in torrents, and ship helpless, and on her beam-ends; heavy seas washing over the ship's side, bar 29.02, ther. 2 Fahr. Some sails and awnings split and torn away; 8.30 p.m. wind suddenly rounded to S., blowing a typhoon, bar 29.00; very heavy lightning.

With regard to the controversy on Chinese modes of address, the following letter, signed "Observer," appears in our morning contemporary:—

The Mail seems to advocate that manner and motive should be weighed in judging of the value of any expressions used towards foreigners by the Chinese; and he argues, moreover, that opinions differ as to the true sense of certain terms said to be offensive. But why stop to carp at meanings of words, or to judge of motives in individual cases, when the latter are so easily detected and resented when it is patent that the evil exists and that it has its rise in the national trait of self-conceit, fanned into obnoxious prominence by official education and example? That, in the soil in which the vicious weeds have taken root, and flourished, and they can only be extirpated by active measures on the part of our Executive, by less indolence and lazier faith on the part of Europeans generally, and by more effort on the part of the Chinese to appreciate the many unadvised acknowledgments which they make under British rule and through foreign intercourse. The last one many almost despair of, as long as a Mandarin is a Mandarin, or even a Chinaman is a Chinaman. But the dropping of water, will, with the lapse of time, wear the hardest rock, and in spite of Chinese callousness, the seed sown, in spite of the melancholy fact that contact with the European somehow demoralizes the Chinaman, still, it may be hoped, that, aided by efforts on our own part, as above indicated, the stream of progress and civilization into which the Chinese are being slowly drawn, will in time flow clear and free from all the dross of barbarism which they are not so much taught to regard us.

THE *Nagasaki Express* says: The German steamer *Prinz Wilhelm*, Captain Bornsen, arrived from Nicolaeski on Tuesday last, and brought news of the serious stranding of the German steamer *Augustus*, Captain Glaesche, which vessel, it will be remembered, called in here for coals and provisions, on her way from Cronstadt with a cargo for the above port. She left Nagasaki on the 12th inst., and the disaster occurred about a week after that date, when she ran on a bar only a few miles from the harbour to which she was bound. Cargo was jettisoned as quickly as possible until she floated, when she steamed into harbour and anchored, arriving the day following the stranding. Her cargo was kept on going all night, but it was eventually found necessary to beach her, which was accordingly done, and she sank. Her stern lies in deep water, and there is no hope of raising her without extra assistance and the necessary appliances. The damage to her bottom, however, is considered to be very serious, and in all probability she will be taken to raise her. Under the circumstances we believe no blame can be attached to Capt. Glaesche or his officers, as in the first instance the river has never been properly surveyed, and secondly, no means whatever are taken to mark the banks which are constantly forming and changing in the bed of the river; consequently the few boats and buoys which were put up years ago are comparatively unreliable, and navigation is fraught with considerable danger even under the most favourable circumstances. The *Prinz Wilhelm* also touched very slightly on her way up, but fortunately sustained no damage. She was docked on Wednesday and comes out again to-day; the loads rice for Europe, under charter by the Mitsui Bussan Co., as agents for the Japanese Government.

It is rumoured that an island in the Upper Yangtze has been submerged, and that a number of people have been drowned.

The water at Kishang has risen nearly 44 feet from its winter level, and is now over the Bund, reaching nearly up to the walls of the houses.—*Courier*.

The *Nagasaki Express* states that the telegraph information has been received that the foundering of the S.S. *Esanbia*, shortly after leaving San Francisco with a cargo of wheat, Capt. Willgoose, and all hands are reported lost, but nothing further is

definitely known. The *Esanbia* was a large steamer, well known on the coast.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before Sir G. Phillips, Chief Justice.)
Monday, July 17.

HAYTER and HAYTER v. DUNN, MELBY & CO. The Attorney General, (the Hon. E. L. O'Malley), instructed by Messrs. Browne and Watney, appeared for the plaintiffs; and Mr. Maclean, instructed by Messrs. Denney and Mossop, represented the defendants.

The Attorney General said this was an application for an injunction for the infringement of a trade mark. He read the petition filed by the plaintiffs, Henry and Walter Hayter, proprietors trading under the name of Hayter and Hayter at No. 109, Queen Victoria Street, London. The petition stated that for many years past the plaintiffs had been in the habit of importing into China and Hongkong very large quantities of a certain class of woollen goods of a particular manufacture, and had obtained for the same a reputation for excellence in the markets of this Colony, and had derived large profits from such reputation and from their business of importing and selling such goods; that the plaintiffs had been accustomed to import and sell these goods, packed in orange-coloured boxes, and marked with a green label, marked in gold with a device of a Bull's head, which they had adopted, and which the public recognised as their trade mark; that the defendants had imported and sold and were importing and selling in this Colony woollen goods on which was labelled the same Bull's head, thereby deceiving ordinary purchasers, making the latter believe that the woollen was the same as that imported by the plaintiffs; that the defendants had taken advantage of the reputation the plaintiffs had in the market, and had diminished the plaintiffs' profits; that the plaintiffs, through their agents, Messrs. Melby & Co., entered into a contract with a certain Chinaman in which it was agreed that they would sell the whole of the woollen goods imported and sold by them under their trade mark, so as to insure to him a monopoly of the sale of the said goods, and that while the contract was pending, the said Chinaman, having observed that the defendants were importing and selling large quantities of woollen goods under their fraudulent imitation of the plaintiffs' trade mark, by which the monopoly for which he had contracted was apparently invaded, declined to fulfil his contract with the plaintiffs, and the plaintiffs had lost the benefit of their contract; the petitioners therefore prayed that the defendants, their agents and servants might be severally and perpetually restrained by injunction from importing or selling goods with a mark imitating or closely resembling the trade mark adopted and used by the plaintiffs, and generally from infringing the plaintiffs' trade mark; that the defendants be ordered to render an account of the goods in their possession on the 1st of May, 1882, packed and labelled with the aforesaid counterfeit and fraudulent trade mark; that an account should be taken of the profits realized and received from time to time by the defendants from the sale of such goods, and that the defendants pay to the plaintiffs, or to account to the plaintiffs for, the whole amount of the profits so realized. The plaintiffs claimed \$10,000 as the loss and damage sustained by the plaintiffs in their business, reputation and credit, and also claimed all costs and expenses incurred by them on account of the fraudulent imitation. The Attorney General then read the reply put in by the defendants, who said that certain goods, labelled in such a way as to amount to an infringement of the plaintiffs' trade mark, were bought from the Eastern Agency Limited, Fenchurch Avenue, London E.C.3, that until their attention was drawn to the fact by a letter from the solicitors of the plaintiffs, dated the 1st of May last, they did not know the plaintiffs' trade mark, that they accepted the consignment of goods in complete good faith, and that they had no fraudulent or improper intention. The defendants denied that they had imported and sold large quantities of the goods, and said they had only one consignment of goods, consisting of eight cases, containing ten pieces each (80 pieces in all), only 20 pieces of which had been sold, and only two of which had been given out as samples, and which were now in the hands of Messrs. Melby & Co. On receipt of the letter from the plaintiffs' solicitors they cancelled the sale effected and wrote back to the plaintiffs' solicitors informing them of the facts of the case. The defendants undertook to destroy the trade marks, and to pay all costs incurred by the plaintiffs in connection with the said matter, and expressed their willingness to consent to the decree restraining them from selling goods labelled as set forth in the plaintiffs' petition; and they also undertook to render all proper accounts as prayed for in the said petition.—The Attorney General then said the plaintiffs did not press for damages, after receiving the reply put in by the defendants, but would ask for a perpetual injunction, restraining the defendants from selling or offering goods in the way described in the petition, and that it be decreed that the defendants render an account as asked for, and that all costs incurred by the plaintiffs be paid by the defendants.

Mr. Maclean said the course taken by his learned friend was the one that his clients fully justified. He had done the duty of a lawyer, and he thought the defendants had been placed in a position which any honest merchant might be placed. It was a misfortune for them, and he thought the Attorney General would agree with him. The Attorney General concurred with what Mr. Maclean said, but said the plaintiffs had only taken the steps they had taken in the interests of their trade.

Mr. Maclean said his clients had been unfortunate, and had to bear the costs as the inevitable result.

IN BANKRUPTCY.
(Before Sir G. Phillips, Chief Justice.)
Monday, July 17.

WONG SING TAK—FINAL EXAMINATION. Mr. Mossop acted for the bankrupt, and stated that there were only three creditors in the bankruptcy, whose claims amounted to \$207, appeared at the meeting of creditors, and none of these proposed or accepted any plan. The bankrupt asked his bankruptcy to the fact that he had indulged in the speculations in land. His assets only amounted to \$1,311, although he had dealings to the amount of \$19,000 during the last year. Mr. Mossop thought that proved conclusively that the bankrupt had done his best to save off his creditors. He was never a keen speculator, and the parties with whom he had entered into contracts had not failed to fulfil their part of the contract.

The Registrar wished some further explanation, and the matter was adjourned till the 26th instant.

plan, and the matter was adjourned till the 26th instant.

IN SUMMARY JURISDICTION.
(Before the Hon. R. Snowden, Peine Judge.)
Monday, July 17.

LO YUK KWONG v. CHUN KUN PO & CO. Mr. Bailey appeared for the plaintiff, and Mr. Francis for the defendant.

The parties in this case were the same as those in a case tried before His Lordship last week for the return of \$80 which had been paid as passage money by the steamer *Wrecker*, the charter of which vessel had been abandoned. His Lordship gave judgment in favour of the defendant in that case as it was proved that the money had been paid to the Man Tung On, the partner of which had absconded, and for which the defendant acted as broker. His Lordship on giving judgment then said that whether the defendant was personally liable, or whether the broker could be made responsible for providing a passage was a question for the plaintiff's counsel to consider. An action was brought in Court this morning by the plaintiff for payment of the sum of \$50 for breach of contract.

Evidence was heard, when Mr. Bailey said that, under the circumstances, his agent might be made liable. He called attention to the rule laid down in *Storrey*, that a person contracting was liable in all cases where he contracted on his own name, or apparently incurred responsibilities, whether express or implied. He submitted that on the face of the contract the defendant was personally liable, and in the body of the contract there was not a word describing him to be contracting on behalf of anybody but himself, and at the end of the contract there was no sign of him having acted as procurator for any one. Chung Kung Po, passage broker, was distinctly signed. In any case he, Mr. Bailey, would rely upon the principle that in a contract of this kind, and taking into consideration the fact that the defendant had not signed per procurator, he would submit that the plaintiff was entitled to \$50 damages for breach of this contract. In reply to an inquiry by His Lordship regarding the defendant's broker, who the defendant had entered into by the broker provided for the proper carrying out of his duties, and the forfeiture of his bonds if he failed to do so. He apprehended that no provision of that kind would have been made if the broker was to be a mere non-entity as it appeared he was from the evidence given in this case. He submitted that the broker was entitled to be of some use and to have some responsibilities. That he had some duties to perform was evident, because the whole of chapter six of the Ordinance related to an emigration passage broker. It was clearly shown in the Ordinance that it was implied that the broker had authority to receive money, and in certain cases give it back. It was laid down in England that all passengers might sue a passage broker. Implicitly he should say there was no doubt that a passage broker was intended, when these regulations were drawn up, to be made liable, and the broker was required to enter into a bond; to satisfy himself that the ship which he engages to supply passengers for has actually been chartered; and he must have distinct authority from a principal to do so, and then be supplied with a proper Certificate from the Emigration Officer. These requirements in the present case had been fulfilled. Supposing the principal had been guilty of a breach of any of these conditions, he was liable to a penalty but not to any damages which a passenger might seek to recover. Mr. Francis believed that it was quite a delusion in the Emigration Office that no passenger could engage a passage broker without the sanction of the Emigration Officer. That was not the intention of the Ordinance, which really was that if a middleman was used he should be a man who was properly secured and licensed. Mr. Francis pointed out to His Lordship that the words on the ticket were "I hereby engage that it shall be provided, and not that I, the broker, will provide," between the two phrases there was a very great difference. Mr. Francis submitted that the defendant could not be held liable, and that there was no contract entered into between the plaintiff and the defendant.

His Lordship intimated that he would consider the case.

MR. GUNNESS v. GUNNESS \$1,000.
His Lordship gave judgment in the above case this morning as follows:—

This action is brought to recover \$600, claimed for 15 months' wages on board the *Wrecker*, as made, and \$475 for work and labour in making copra on shore at one of the Islands of the St. David's group in the Pacific. The plaintiff abandoned \$76 to come within the jurisdiction. The wages are calculated at \$40 a month, and the remuneration for making copra at 4 per cent. on the value of the copra. The wages claimed for 15 months' wages at \$25 a month, which he says was agreed upon between him and the plaintiff, less \$475 for articles supplied, and denies that any remuneration is due beyond the wages for preparing copra. That, if it is due, the amount said to have been prepared is much exaggerated, and that the payment was to be 4 per cent. per pound, and that it was only payable at the election of the plaintiff if he chose to be paid in that way. The plaintiff had been employed in a small vessel of the defendant's called the *Lilla* which was wrecked. He was afterwards employed as sailing mate of the *Wrecker*, which was wrecked, and the copra which he had made was lost. The plaintiff came to Hongkong, and on 17th May, 1881, signed articles for a first voyage on board the *Wrecker* of nine months duration as mate. Unfortunately the amount of wages stipulated for was omitted in the articles, and the plaintiff asserts that no agreement was come to. He therefore claims \$40 a month, as the wages usually paid to a mate shipping from this port. The defendant, on the other hand, swears that he did speak to the plaintiff about his wages

at the time the articles were signed. That the plaintiff who had been receiving \$25 a month, said he was quite satisfied with what he was receiving, and as it was arranged. Defendant swears that he did not notice the omission to state the wages in the articles, and I can see no reason why I should not believe him. I think that the defendant's story is probably the true one. If the plaintiff intended to demand higher wages than he had been before receiving, it seems incredible that nothing should be said on the matter, and that, when before the Court, he did not observe and object to the omission in the Articles. If he was content to receive the former rate of wages, this carelessness on the point would not be so remarkable. The defendant took the command of the *Wrecker* and the plaintiff was mate. They had a hurricane on board, and were wrecked on 13th April, on an island, which the defendant swears to make the head quarters of his business, whatever it may be. He left Yap again for the St. David's group, where he had stations for the manufacture of copra, distant 1000 miles from Yap. The plaintiff consented to land on one of these islands, and to work for the defendant as a native in the defendant's employ. As stated by the defendant, the suggestion came from the plaintiff himself, and he was put on shore with a certain amount of provisions of the usual kind. No agreement was made. Defendant asserts that he asked plaintiff to work for him, and that plaintiff denied this. Six miles off lived a man named Terry, also in defendant's employ, on another island. He had a body of natives working under him, and had a large stock of provisions under his care, from which the plaintiff was authorized to draw what he required. It was the intention of the defendant to keep the plaintiff at this island for a period of about two months. The time which it would take to proceed to Yap and send back the *Wrecker* under Mr. Henderson, to bring away the plaintiff and whatever copra had been made. The defendant having got back to Yap, sent off the *Wrecker* under the command of Henderson for his purpose. Henderson on his way down fell in with a ship-wrecked crew and returned to Yap without calling at the island on which the plaintiff was living. The defendant sent Henderson in the *Wrecker* with the ship-wrecked crew on board to Manila, where the crew were to be landed, and the consequence was that the plaintiff was left on this island for 10 months. It is not easy to deal with circumstances so unusual. The evidence given of it being a custom to insert in contracts, stipulations for mates in such vessels to work on board or on shore, cannot affect a case in which there was no written or verbal contract of the kind. The plaintiff I find consented to go on shore at this island, and work at making copra; this must be assumed to be only for a reasonable time, which must be conceived to be for about two months. He was left there an unreasonable time, 10 months, without relief or communication with any European except Terry, who seemed to have exercised a curious sort of authority over the natives in the neighbourhood. After much consideration, I think that the plaintiff was entitled to a higher rate of remuneration than \$25 a month after the reasonable time of his stay on the island had expired. I allow him \$40 a month for this period. The amount of remuneration, or 4 per cent. per lb. on copra prepared, was the sum offered to the plaintiff to the defendant through Henderson when the *Wrecker* called to bring him away, if he would prolong his stay in the island. The defendant explains that he had a special objection to any money being paid to him in any way, and he refused to receive it. 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